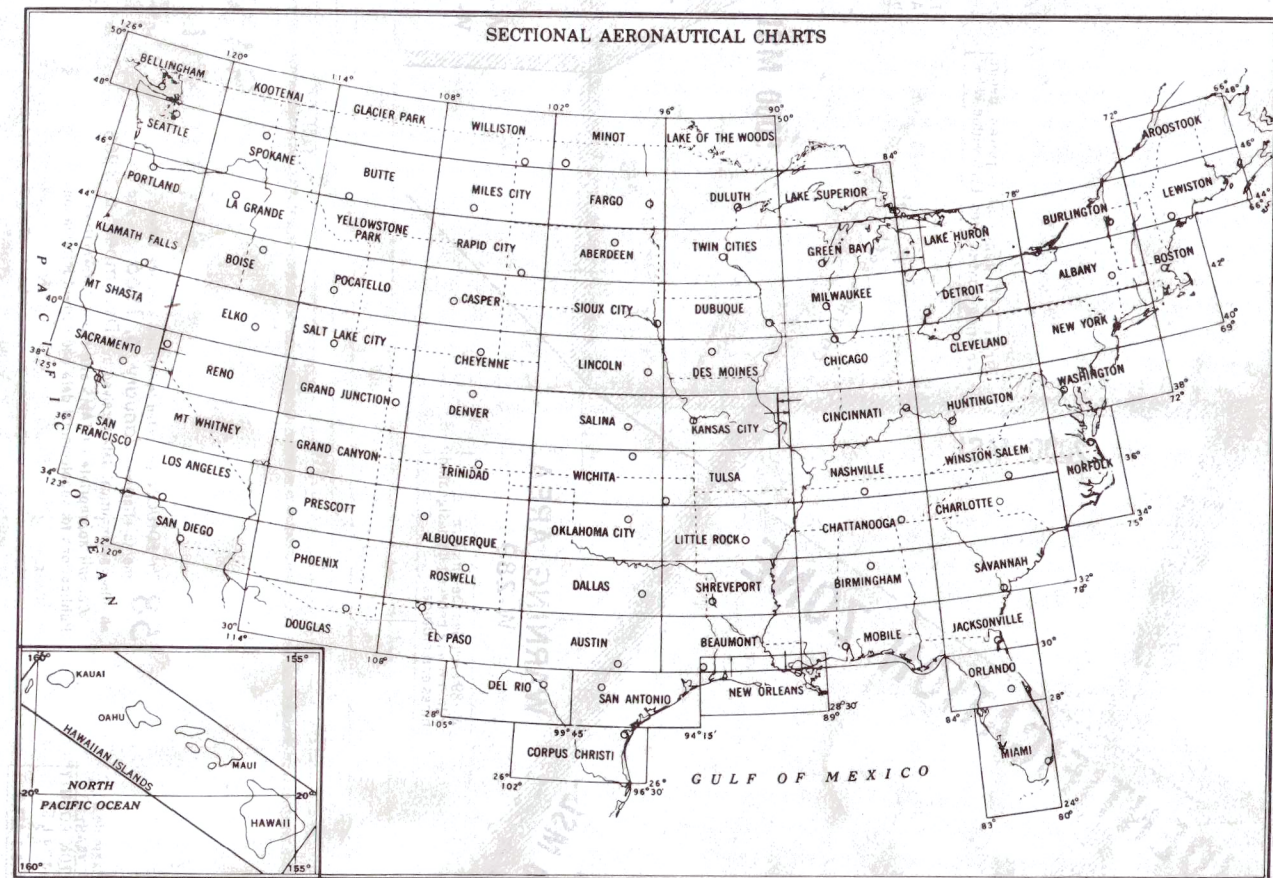


The Sectional Aeronautical chart series provides complete coverage of the United States except Alaska and is designed primarily for cartomancy. The charts portray detailed cultural and topographic features including inland water bodies, major cities, towns, and roads. The charts are published in a series of 1:250,000 scale sheets. Because of frequent changes, most Sectional Charts are scheduled for printing every six months to provide the aviator with the latest chart information possible. Others are scheduled annually. Aeronautical Charts are sold through the National Aeronautics and Space Administration, Office of Aeronautical Information, Washington, D.C. For more information, write to the Director, Coast and Geodetic Survey, U. S. Department of Commerce, Washington Science Center, Rockville, Maryland 20850.

The bottom right hand corner is printed the date of the chart. The scheduled time for the next edition is indicated under the date. After the expiration of this time from the date of the chart, users are advised to check with notices of changes (NOTAMS) or with file authorized agents. Charts that carry older dates than those shown on this list of dates are obsolete.



World Aeronautical Charts	Provides world coverage at a size and scale convenient for navigation by moderate speed aircraft. Topographic and aeronautical information is similar to the Sectional chart except as limited by the smaller scale. Sixty-two charts cover the continental United States.	1:100,000
Local Charts	Designed to provide additional landmark information and topographic detail in the vicinity of important air terminals.	1:250,000
Instrument Enroute Charts	Provides the necessary aeronautical information for enroute instrument navigation (IFR) in the established low and high altitude levels.	1:729,632 1:2,045,165
Planning Charts	Continuous United States Chart. This chart is designed to fulfill the requirements of pre-flight planning for VFR and IFR operations.	1 inch=32 NM
Jet Navigation Charts	Designed for long range navigation by high speed aircraft operating at high altitudes. Selected topographic data is over-printed for major aeronautical information including aerodromes, LMF and VOR navigation facilities, ADIZ limits, restricted areas and other pertinent data. Four charts cover the continental United States.	1:2,000,000
Aircraft Position Charts	3071 North Atlantic 3073 Caribbean Sea 3087 Central Pacific 3088 North Pacific 3089 Eastern Pacific 3097 North America - Europe	15,000,000 or 1:4,250,000
Instrument Approach Procedure Charts	More than 180 charts provide data for instrument approach procedures for airports.	1:500,000
Airport Obstruction Plans	Show runways and selected aerodrome information and objects in the vicinity that may be hazardous to air traffic.	1:12,000

A catalog giving a complete list and description of the various series is available upon request.

[illegible]

CITIES AND TOWNS

Metropolitan Areas.....	NEW YORK
Large Cities.....	RICHMOND
Cities.....	Arlington
Small Cities & Large Towns.....	Freshbush ☐
Towns.....	Conville
Small Towns & Villages.....	Arcadia

Dual Lane and Super Highways.....	
Primary Roads.....	
Secondary Roads.....	
Trails.....	
U. S. Road Markers.....	
National, State or Provincial Road Markers.....	
Road Names.....	ALASKA HIGHWAY

RELIEF FEATURES

Contours	<table> <tr> <td>Reliable.....</td><td></td></tr> <tr> <td>Approximate.....</td><td></td></tr> <tr> <td>Depressions.....</td><td></td></tr> <tr> <td>Levees or Flooding.....</td><td></td></tr> <tr> <td>Peaks or Buttes, isolated.....</td><td></td></tr> <tr> <td>Bluffs, Cliffs & Escarpments.....</td><td></td></tr> </table>	Reliable.....		Approximate.....		Depressions.....		Levees or Flooding.....		Peaks or Buttes, isolated.....		Bluffs, Cliffs & Escarpments.....	
Reliable.....													
Approximate.....													
Depressions.....													
Levees or Flooding.....													
Peaks or Buttes, isolated.....													
Bluffs, Cliffs & Escarpments.....													

Sand.....	Dunes.....
Artes.....	
Ridges.....	
Lava Flow.....	

HYDROGRAPHIC FEATURES

Swamps & Marshes.....	
Tidal Flats (Exposed at low tide).....	
Danger Line.....	
Reefs & Marshes.....	
Shoals.....	
(Exposed at low tide).....	
Strings.....	
Wells & Water Holes.....	
Reefs, Coral & Rocky Ledges (Awash at low tide).....	

Streams & Rivers.....	<table> <tr> <td>Perennial.....</td><td></td></tr> <tr> <td>Intermittent.....</td><td></td></tr> <tr> <td>Probable or Unassured.....</td><td></td></tr> <tr> <td>Stranded.....</td><td></td></tr> </table>	Perennial.....		Intermittent.....		Probable or Unassured.....		Stranded.....	
Perennial.....									
Intermittent.....									
Probable or Unassured.....									
Stranded.....									
Intermittent Lakes (blue stipple).....									
Drainage Ditches.....									
Canals.....	<table> <tr> <td>In use.....</td><td></td></tr> <tr> <td>Abandoned.....</td><td></td></tr> </table>	In use.....		Abandoned.....					
In use.....									
Abandoned.....									
Dry Lake Beds (brown stipple).....									
Sand Deposits in river bed.....									
Dry Washes (brown stipple).....									
Glaciers and Ice Caps.....									

CULTURAL AND MISCELLANEOUS

Landmarks (with appropriate note).....									
(Numerals indicate elevation above sea level of top)									
Oil Tanks.....									
Oil Fields.....									
Dams.....									
Roads and Falls.....									
Elevations.....	<table> <tr> <td>Highest on chart.....</td><td></td></tr> <tr> <td>Highest in a general area.....</td><td></td></tr> <tr> <td>(In feet).....</td><td></td></tr> <tr> <td>(In meters).....</td><td></td></tr> </table>	Highest on chart.....		Highest in a general area.....		(In feet).....		(In meters).....	
Highest on chart.....									
Highest in a general area.....									
(In feet).....									
(In meters).....									
Mines and Quarries.....									
Mountain Passes.....									
Lookout Stations (Elevation is base of tower).....									
Ranger Stations.....									
Coast Guard Stations.....									
Pipe Lines.....									
Race Tracks or Stadiums.....									
Open-Air Theaters.....									

Boundaries.....	<table> <tr> <td>International.....</td><td></td></tr> <tr> <td>State & Provincial.....</td><td></td></tr> </table>	International.....		State & Provincial.....											
International.....															
State & Provincial.....															
Railroads.....	<table> <tr> <td>Abandoned or.....</td><td></td></tr> <tr> <td>Under Construction.....</td><td></td></tr> <tr> <td>Single Track.....</td><td></td></tr> <tr> <td>Multiple track.....</td><td></td></tr> <tr> <td>Sidings & Spurs.....</td><td></td></tr> <tr> <td>Overpass.....</td><td></td></tr> <tr> <td>Underpass.....</td><td></td></tr> </table>	Abandoned or.....		Under Construction.....		Single Track.....		Multiple track.....		Sidings & Spurs.....		Overpass.....		Underpass.....	
Abandoned or.....															
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Sidings & Spurs.....															
Overpass.....															
Underpass.....															
Bridges.....	<table> <tr> <td>Railroad.....</td><td></td></tr> <tr> <td>Highway.....</td><td></td></tr> </table>	Railroad.....		Highway.....											
Railroad.....															
Highway.....															
Tunnels.....	<table> <tr> <td>Railroad.....</td><td></td></tr> <tr> <td>Highway.....</td><td></td></tr> </table>	Railroad.....		Highway.....											
Railroad.....															
Highway.....															

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Operational Requirements, Abbreviated Form				
	Southern Border Domestic ADIZ	Alaskan Domestic ADIZ	Coastal ADIZ	DEWIZ
Fight Plan.	Required for airborne radar ADIZ.	Required.	Required.	Required before take-off. ETD and ETA reporting permitted in § 99.13
Functioning Two- Way Radio.	Required except as stated in § 99.1(e)	Required except as stated in § 99.1(b)(1)	Required except as stated in § 99.1(b)(1)	
Suggested ADIZ Terminations	Within 5 minutes of estimated time of arrival within 10 nautical miles of ADIZ boundary.	Within 5 minutes of estimated time of arrival within 10 nautical miles of ADIZ boundary.	Within 5 minutes of estimated time of arrival within 10 nautical miles of ADIZ boundary.	Within 5 minutes of estimated time of arrival within 10 nautical miles of coastal center-
Position Reports	Normal IFR reports or VFR reports on FTT 5 minutes before entering ADIZ.	Normal IFR reports or VFR reports on FTT at least 15 minutes before entering ADIZ.	Same as Domestic ADIZ. Reports may be required to enter ADIZ at least one hour from U.S.	Normal IFR reports or VFR reports on FTT. Position reporting. Correlation of position reports may be required.
Air Defense Exemptions § 99.7	ALL AUTHORIZED EXCEPTIONS WILL BE SUSPENDED AND ISSUED WHEN NECESSARY IN THE INTEREST OF NATIONAL SECURITY.			
Altitude	Local exemptions granted by FAA AETC.	Local exemptions granted by FAA AETC.	Local exemptions granted by FAA AETC.	Local exemptions granted by FAA AETC.
Altitude	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.	Aircraft remaining within 10 nautical miles of departure point within the Continental U.S.
Altitude	Aircraft with T.A.S. less than 190 knots.	Aircraft with T.A.S. less than 190 knots.	Aircraft with T.A.S. less than 190 knots, or most of 2N, or most of 2N.	Aircraft with T.A.S. less than 190 knots - intermittent warning required.
Altitude	Aircraft with T.A.S. less than 190 knots - intermittent warning required.	Aircraft with T.A.S. less than 190 knots - intermittent warning required.	Aircraft with T.A.S. less than 190 knots - intermittent warning required.	Aircraft with T.A.S. less than 190 knots - intermittent warning required.

NOTE: Detailed procedures to be followed by the pilot are contained in Part 99, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Radio frequencies are divided by international agreement into eight bands, identified as follows:

30-300 kHz	VLF (Very low frequency)	20-30 MHz (20,000-300,000 cycles)	VHF (Very high frequency)
30-300 kHz	LF (Low frequency)	30-300 MHz (30,000-300,000 cycles)	HF (High frequency)
300-3,000 kHz	MF (Medium frequency)	300-30,000 MHz	SHF (Super high frequency)
3-30 MHz	HF (High frequency)	30,000-300,000 MHz	EHF (Extremely high frequency)
Low/Medium/High Frequencies (L/M/HF)			

1904-15 kHz and 1.5-34.5 kHz. Transmitting frequencies of L/MF radio ranges, aeronautical and marine radiotelephones, control towers, and L/EI compass lights, and VLF and LF radio ranges and LF radio compass lights.

30-325 kHz. Guarding frequency of control towers, both FAA and military. Most Flight Service Stations (FSS) guard on request.

Certain military control towers transmit on high frequencies such as 3025 kHz, and 8725 kHz, and other communication stations which are also authorized to transmit on these frequencies.

Radio broadcasting stations (AM), which are extensively used for aircraft homing, transmit on frequencies between 535 kHz and 1605 kHz. The selection of these broadcasting stations for ships and for air navigation, are shown with call letters and frequency on aeronautical charts.

500 kHz. Is the international distress frequency for ships and aircraft over the sea.

19 20 21 22 23	
1. CONTROL OF AIR TRAFFIC	75c. VHF channels which are not specified below as transmitting or guarding frequencies are normally used for both purposes. 108-111.9 mc. Transmitting frequency of ILS (Instrument Landing System) signals and voice where available. Operate on odd-numbered decimal frequencies. 108-112.9 mc. Transmitting frequencies of omnitrans (omnidirectional signals and voice where available). Operate on even-numbered decimal frequencies. 112.1-117.9 mc. Transmitting frequencies of omnitrans (omnidirectional signals and voice where available). 108-121.4 mc. Air traffic control communications for civil aircraft. (Control towers and Air Route Traffic Control (ARTC) centers). 121.6 mc. Emergency frequency. This is the universal VHF channel for emergency and distress communication and its use should be limited to such calls. Generally available at all FAA and military stations, through either the tower or the FSS. 121.6 mc. Search and Rescue. 121.7, 121.8, 121.9 mc. Airport ground control frequency, for communication between tower and taxiing aircraft or ground vehicles. 122.1 mc. Standard FSS transmitting frequency for private aircraft. (122.3 mc. is also reserved for this purpose). 122.2 mc. FSS transmitting frequency for private aircraft. 122.3 mc. Standard FAA tower guarding frequency for private aircraft. 122.4-122.6, 122.7 mc. Other FAA tower guarding frequencies for private aircraft, shown thus in lower box on chart: 122.7K. 122.8 mc. Aeronautical advisory stations (UNICOM), for communication with private aircraft. These stations are indicated by symbol on flow of chart. 122.9 mc. Aeronautical Multistation Stations for communication pertaining to agriculture, ranching, forest fire fighting, parachute jumping, etc. 123.0 mc. Aeronautical advisory stations at tower-controlled airports. Indicated by symbol on flow of chart. 123.1, 123.3, 123.5 mc. Flying school and flight test stations. 123.6-1248.8 mc. Air traffic control communications (except 126.7 available as FSS frequency). 124.9-126.6 mc. Aeronautical en route operations. 128-150.6 mc. Air traffic control communications (except 132.7 available as communications with USAF radar facility to obtain weather advisory service). 132.7, 134.0 mc. 148.0-150.8 mc. Assigned primarily for government use through frequencies in these bands are assigned as Civil Air Patrol frequency, control towers, and ARTC) centers for communication with military aircraft. 142.9 mc. assigned as Civil Air Patrol frequency. Ultra High Frequencies (UHF) In commercial aviation usage, frequencies in the International VHF band above 225 mc., in addition to the 300-3000 mc. UHF band; are termed ultra high frequencies. All UHF voice channels are both transmitted and guarded. 226.6-241.0; 340.2-390.2; 275.8 mc. Military control frequencies. 243.0 mc. Military emergency frequencies. 257.3, 261.0 mc. Control towers for military aircraft. 271.7; 284.4 mc. FSS for military aircraft. 363.4, 365.6 mc. Military approach control frequencies. 225-400 mc. Other frequencies in this band are assigned for various military purposes. 428-435.4 mc. ILS glide slope frequencies. 960-860 mc., 1188-1213 mc. Distance Measuring Equipment (DME) frequencies. DME operating channels are paired with the associated VOR channel. 960-1213 mc. Tactical Air Navigation (TACAN) frequencies. VOR and TACAN facilities are coaxially collocated and the associated frequency channels of each pair are used to form a VORTAC facility. Use of Frequencies in Voice Communication Voice communication is not available at all radio ranges and radiofrequencies. Facilities without voice are indicated on sectional charts by a note "No voice" in the lower box of the box. In any communication with FSS or tower, the frequency on which reply is expected should be specified in the initial call. For L/M/HF communication, FAA control towers normally guard the frequency 302.5 K. Reply from FSS will normally be made on the L/M/HF frequency with FSS or tower. Reply from towers will normally be made on the low or medium tower frequency. For VHF communication with private aircraft, FSS generally guard 122.1 mc. and FAA towers generally guard 122.3 mc. Certain towers, indicated in tower box on charts, guard 122.4, 122.5 or 122.6 mc. in voice on range channel in FSS or private aircraft or 121.9 mc. in the range voice channel unless 122.2 mc. is requested; or on 122.3 mc. in voice on range channel in not available; or assigned frequencies in the 110-121.4 mc., 123.6-1248.8 mc. bands. Military facilities (NAVY or ARF) where voice is available is not generally guard FSS frequencies or provide FSS on one of the assigned frequencies. Some of these stations guard 221.6 mc., and nearly all guard one or more of the tower (military) very high frequencies. The voice facility in many cases is located in the tower. Space limitations prevent the listing of all frequencies on sectional charts. However, the flight information publications list all frequencies available at each tower, FSS, and ARTC center.

[illegible]

RUNWAYS				FACILITIES				REMARKS	
NAME	LAT. LONG.	ELEV.	NO.	LONGEST SURFACE	FUEL	REPAIRS	LIGHTING		
Oshtemo	43°14'-123°03"	180	2	2,215	Asphalt-Concrete	80/70, 100/130	Minor	Low-intensity runway	Attended days Sun., Tues. thru Sat.
Oshtemo City	43°06'-123°07"	141	1	2,270	Bituminous	80/70, 100/130	Minor	Runway	Attd. 24 hrs. Customs: Heavy commercial cargo and passengers. Opened 1946
Palo Alto of the Plains	37°32'-122°01"	41	1	2,500	Asphalt, concrete	80/70, 100/130	Major	Runway	Public bus, R. W. Right traffic approach
Palmer	37°32'-122°01"	2700	1	2,500	Barc	80/70, 100/130			Private
Paula Hobbs County	35°46'-123°38"	886	2	4,740	Asphalt	80/70, 100/130		Runway	Atttended 24 hours.
Payson	35°50'-123°47"	530	1	2,500	Asphalt	80/70, 100/130	Minor	Runway	Atttended 24 hours.
Pease	43°05'-123°05"	185	1	1,800	Asphalt	80/70, 100/130			Windmill N.H. Major airframe repairs
Pease County No. 2	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 3	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 4	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 5	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 6	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 7	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 8	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 9	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 10	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 11	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 12	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 13	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 14	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 15	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 16	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 17	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 18	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 19	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 20	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 21	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 22	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 23	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 24	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 25	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 26	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130			Atttended 24 hours. Fuel and oil available
Pease County No. 27	43°05'-123°05"	185	1	2,500	Gravel	80/70, 100/130	</		

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
R-2504	Camp Roberts, California	To 5,000	0600 to 2400 Monthly thru Friday	F 3AA, Oakland AFB, California F 3A, Monterey Air Station, CA C. G., Fort Ord, California
R-2510	Fort Ord, California	Unlimited	Continues	F 3A, Monterey Air Station, CA C. G., Fort Ord, California
R-2511A	Hunter-Liggett, California	To 17,240	Continues	F 3A, Oakland AFB, California C. G., Fort Ord, Calif.
R-2513	Hunter-Liggett, Calif.	To 7000	Continues	F 3A, Oakland AFB, California C. G., Fort Ord, Calif. or area FSS
R-2516	Naval Missile Facility, Point Arguello, California	Unlimited	Continues	Comdr. AF, Western Test Range, Wendover AFB, Calif.
R-2517	Naval Missile Facility, Point Arguello, California	Unlimited	Continues	Comdr. AF, Western Test Range, Wendover AFB, Calif.
R-2535	Vernalis, California	To 15,000	One hour before sunrise to 2000 hours	F 7AA, Oakland AFB, California Area FSS
R-2528	Newman, California	2000 to 17,000	One hour before sunrise to 2000 hours after sunset	Comdr. Fleet Air, Alameda, Calif. F 3A, Oakland AFB, California
R-2529	Fort Ord Wm, Calif.	To 1,000	300 before sunrise to 300 after sunset	F 3A, Oakland AFB, California Comdr. Fleet Air, Alameda, Calif.
R-2541	Tracy, Calif.	To 6,000	1000 to 1800 Mon, thru Fri.	Comdr. Fleet Air, Alameda, Calif. C. G., Fort Ord, California
W-261	Point Arguello Offshore, Calif.	To Ft. 450	Continues	Comdr. 11th Naval District, San Diego, Calif.
W-283	San Francisco, California	To Ft. 600 VET and Y280	Continues	Comdr. Fleet Air, Alameda, Calif.
W-289	Point Mugu, California	Unlimited	Continues	Comdr. Pacific Missile Range, Point Mugu, California
W-412	Point Reyes, California	To 9,300	Sunrise to sunset	Comdr. 11th Naval District, San Diego, Calif.
W-413	San Jose Bay, California	To 8000 (from 2000) To Unlimited (from 2000 to 2000)	Monthly thru Friday	Comdr. Fleet Air, Alameda, Calif.
W-582	Naval Missile Facility, Point Arguello, California	Unlimited	Continues	Comdr. Pacific Missile Range, Point Mugu, California
W-597	San Barbara, California	Unlimited	Continues	Comdr. 11th Naval District, San Diego, Calif. Los Angeles AFB, California Area FSS

MILITARY CLIMB CORRIDORS

NOTE: All flights through these areas must obtain clearance from the appropriate authority on requestant listed.

Area	Altitude	Time	Authority
R-2514	Sea level	See below	Comdr. Fleet Air, Alameda, California
A - Surface-Fly (1) - B - 2000-Fly (2) - C - 5000-Fly (3) - D - 10,000-Fly (4) - E - 14,000-Fly (5) - F - 20,000-Fly (6)			Comdr. 11th Naval District, San Diego, Calif.

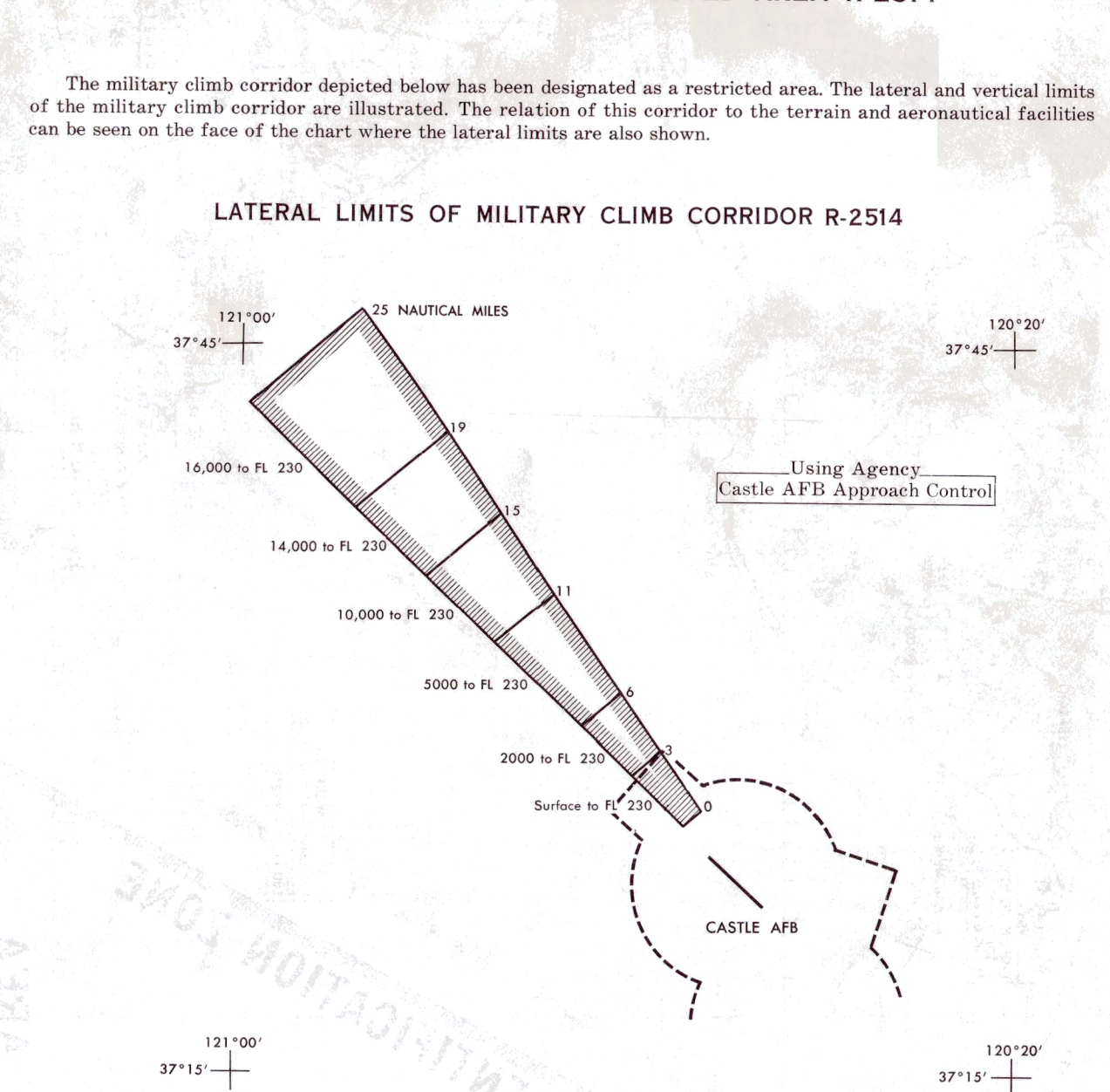
F - Prohibited R - Restricted W - Warning C - Caution I - Controlling Agency

No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area between the designated altitudes during the time of the designated mission period unless prior approval has been issued by the appropriate authority as listed above. The appropriate authority is defined as either the controlling agency (1) or the using agency.

NOTE: No flight or restricted, but pilots are advised to exercise extreme caution.

NOTE: Consult NOTAMS and flight information publications for changes in data subsequent to Nov. 22, 1965.

MILITARY CLIMB CORRIDOR-RESTRICTED AREA R-2514



STOCKTON
YOSEMITE
MODESTO
MADERA
SANTA CRUZ
SAN LUIS OBISPO
SANTA MARIA
SAN JOSE DEL CABO
PACIFIC OCEAN
SANTA ROSA MTS
POINT REYES NATIONAL SEASHORE
SAN FRANCISCO
SAN MATEO
SAN JOSE

NATIONAL PARK SERVICE REGULATIONS.

Landing of aircraft: No person shall land aircraft on land or water within any area administered by the National Park Service, except (1) at officially designated landing sites, or (2) for emergency rescue operations in accordance with the directions of an official representative of the area, or (3) when forced to land due to unforeseeable circumstances beyond the control of the operator, or (4) on official business of the Federal Government.

Airdrops: Except in serious emergencies involving safety of human life or threat of serious property loss, no persons or cargo may be air delivered in the parks and monuments by parachute, helicopter, or other means without the written permission of the superintendent.

Note: For information on general and special regulations affecting areas shown, contact the superintendent of Point Reyes National Seashore at Point Reyes, California, or Yosemite National Park at Yosemite Village, California, or the nearest office of the National Park Service, U.S. Department of the Interior.

263-1148-05

RADIOTELEGRAPH CODE AND PHONETIC ALPHABET
INTERNATIONAL (ICAO)

—ALFA	—K—K—K—K—	—U—UNIFORM	—O—ZERO
—BRAVO	—L—L—L—L—	—V—VICTOR	—1—ONE
—CHARLIE	—M—MIKE	—W—WHISKEY	—2—TWO
—DELTA	—N—NOVEMBER	—X—XRAY	—3—TREE
—ECHO	—O—OSCAR	—Y—YANKEE	—4—FOUR
—FOXTROT	—P—PAPA	—Z—ZULU	—5—FIVE
—GOLF	—Q—QUEBEC		—6—SIX
—HOTEL	—R—ROMEO		—7—SEVEN
—INDIA	—S—SIERRA		—8—EIGHT
—JULIETT	—T—TANGO		—9—NINE

When you see a large "X" in the center of the airport, that airport is closed. Do not attempt a landing!
When you see an "X" on a runway, that runway is closed and hazardous for use. Do not use it!

TYPICAL INSTALLATIONS

ENTIRE AIRPORT CLOSED

ONE RUNWAY CLOSED

INTERNATIONAL (ICAO)				
— ALPHA	—	K—KILO	U—UNIFORM	0—ZERO
— BRAVO	—	L—LIMA	V—VECTOR	1—ONE
— CHARLIE	—	M—MIKE	W—WHISKEY	2—TWO
— DELTA	—	N—NOVEMBER	X—XRAY	3—THREE
— ECHO	—	O—OSCAR	Y—YANKEE	4—FOUR
— FOXTROT	—	P—PARA	Z—ZULU	5—FIVE
— GOLF	—	Q—QUEBEC		6—SIX
— HOTEL	—	R—ROMEO		7—SEVEN
— INDIA	—	S—SIERRA		8—EIGHT
— JULIETT	—	T—TANGO		9—NINE

NOTE: Consult NOTAMS and flight information publications for changes in data subsequent to date of chart